

UTOPIA CITY, BRYN LANE, WREXHAM

DESIGN & ACCESS STATEMENT

April 2023



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+ CONTENTS

1. INTRODUCTION	05
2. BACKGROUND	07
3. CONTEXT ANALYSIS	10
4. PLANNING POLICY	24
5. ACCESS & CONNECTIVITY	30



6. CONSTRAINTS & OPPORTUNITIES	32	11. DETAILED APPLICATION AREA - LAYOUT	43
7. MASTERPLAN DESIGN EVOLUTION	34	12. DESIGN APPEARANCE	48
8. PROPOSED DEVELOPMENT	36	13. LANDSCAPE STRATEGY	78
9. PARAMETERS OVERVIEW	36	14. SUSTAINABILITY	87
10. DESIGN PRINCIPLES	40	15. CONCLUSION	89



FIG.1. GOOGLE IMAGE WITH THE SITE OUTLINE UK



1. INTRODUCTION

1.1 PROPOSED DEVELOPMENT

This Design & Access Statement has been produced for a hybrid planning application for a commercial development on land to the north of Bryn Lane.

Areas of the site that form part of the detailed application are depicted on the proposed development Masterplan, and areas that will form part of the outline aspect of the site are denoted on the Parameters Plan.

1.2 PURPOSE OF THE DOCUMENT

This document has been prepared as a means to present and explain the development constraints and evolution of the design process for the employment land to the north of Wrexham Industrial Estate.

It draws together a range of relevant considerations in order to present a comprehensive case for the grant of planning permission for this hybrid application. It has the potential to inform a number of interested parties but is focused principally upon the merits of the Site's development and the contribution it can make to the future economic growth needs of Wrexham. Wrexham Industrial Estate's role as a key employment area is identified in a number of regional and national strategic documents.

The DAS provides information about the proposals that will be of use and assistance to the local community, interested groups, statutory undertakers and other generally interested parties and therefore seeks to demonstrate a thorough understanding of the Site's development constraints and opportunities. In doing so, it explains the value and benefits the Site's development can bring. The proposals advocated within this application

grasp the opportunity to achieve this with the creation of high quality employment uses, through a comprehensive masterplan that sets out a vision of a first class development in an extensively landscaped setting. The Proposed Development will deliver a new logistics and mixed use site to attract regionally and nationally significant businesses that will raise the quality of economic and employment opportunities for the area.

1.3 STRUCTURE OF THE DOCUMENT

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design and Access Statements, the design process has been fully informed by a consideration of issues, including:

DESIGN

- Use: What buildings and spaces will be used for;
- Amount: How much would be built on the Site;
- Layout: How the buildings and public and private spaces will be arranged on the Site and the relationship between them and the buildings and spaces around the Site;
- Scale: How big the buildings and spaces would be;
- Landscaping: How open spaces will be treated to enhance and protect the character of the place;
- Appearance: What the buildings and spaces will look like.

ACCESS

- Vehicular and Transport Links: Why the access points and routes have been chosen and how the Site responds to road layout and public transport provision;
- Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

1.4 CONTEXT

The Site is located in the Borough of Wrexham, in north Wales approximately 4.6 km east of the centre of Wrexham and 2.8 km west of the border with England immediately north of Wrexham Industrial Estate and will function as an extension of the Industrial Estate. The site is bound by Bryn Lane to the south, Francis' Lane to the north, existing field boundaries to the east and Hugmore Lane / Industrial Estate road to the west. The latter is significant in the local highway network linking Wrexham Industrial Estate to the A534.

Wrexham Industrial Estate is currently the UK's second-largest industrial estate extending to 500 Ha. It is also a regional and nationally important employment area and is highlighted in the emerging Local Development Plan as a key location in Wrexham County Borough Councils spatial strategy to delivering employment growth.

The application site comprises land identified and selected as most appropriate for the expansion of Wrexham Industrial Estate in terms of, environmental factors,

accessibility and infrastructure provision, to address the growing demand for employment land for Wrexham County Borough Council and the growing land shortfall at Wrexham Industrial Estate. It is now proposed as an employment allocation under Policy SP11 of the emerging Local Plan, as allocation reference KSS3 'Land to the north of Bryn Lane Wrexham Industrial Estate'.

The application site is approximately 37.21Ha || 91.94Ac in size and providing up to 1,462,697 sq ft (135,889 sq m) GEA B1c / B2 / B8 uses as well as additional use classes A1, A3, C1 and sui generis (petrol filling station).

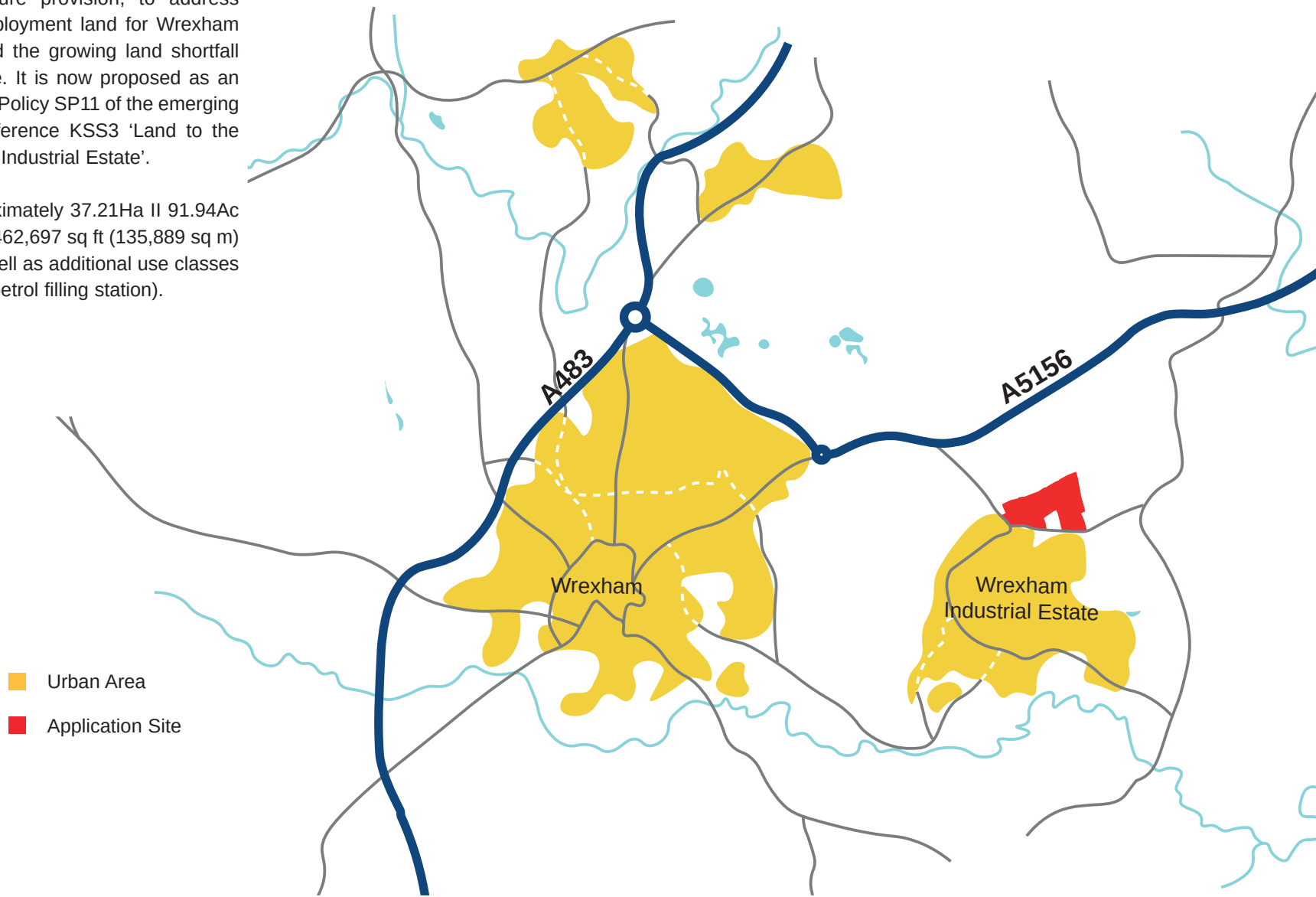


FIG.2.WIDER CONNECTIVITY

2. BACKGROUND

2.1 THE UK LOGISTICS SECTOR

The supply chain logistics industry in Europe has undertaken a wholesale change in recent years, in part driven by the dramatic increase of online sales, resulting in retailers and logistics providers continually reviewing the efficiency of their supply chains and it has been further accelerated since the start of the global pandemic. The requirements of modern logistics facilities have changed to include larger buildings for economies of scale; larger yards to cater for point of time delivery by suppliers; proximity to customers for next day delivery and the need to cater for a broad spectrum of employee skills. This is because modern warehouses require a large number of highly skilled IT technicians on top of traditional blue collar jobs. New logistics facilities also need to accommodate high tech racking/picking systems which cannot be accommodated in second hand buildings due to size limitations and structural design.

The need for logistics floorspace is embedded throughout the supply chain of goods and is no longer to be regarded as a place of storage for final products, with few job opportunities. The UK's manufacturing industry requires efficient logistics facilities to serve the manufacturing process.

Recent trends in 'reshoring'-the return of component suppliers back to the UK particularly from the Far East, has accentuated the need for efficient logistics buildings to be developed as a matter of urgency.

For many, the trend towards large-scale logistics buildings is perhaps best appreciated from the phenomenal growth in online retailing, triggered by recent global events. The

sophistication of the supply chain, and the efficiency in delivery of goods to customers is only achievable by the location of logistics buildings close to the strategic highway network and close to the customer.

The requirement for logistics facilities to serve on a regional and national basis is significant, with these large scale facilities required to contribute to continued economic growth within both the local and wider UK economy.

A recent £30 million investment in the Industrial Estate Road highlights the importance of Wrexham Industrial Estate nationally as an employment area and in the context of the local economy lends itself well to the proposed uses. This significant investment in the adjacent road lends itself well to the design for Utopia City.

2.2 JOB CREATION

Over the past decade the nature of employment within the logistics sector has changed considerably, with a significant increase in both the quantum and quality of jobs created.

According to the Logistics Skills council, The UK Logistics Sector employs 2.3 m people in the UK and contributes £74.45bn per annum to the UK Economy. One in 12 people are employed in the logistics sector. The majority of logistics employees live within 15 miles of their work. 88% of logistic jobs are full time.

Research by Prologis in 2019 (Technical Insight from

Prologis UK (September 2019) Distribution Warehouses Deliver More Jobs) identified that on average, its customers employed one person for every 95 sq.m of floor space. It also showed the nature of the employment to be:

• People who work on warehouse floor	49%
• HGV drivers	8%
• Office	25%
• Managerial role	12%
• Other	6% *

*Predominantly made up of IT, customer service, sales and engineers.

Modern logistics warehouses now employ a wide and far reaching cross section of employees with IT and engineers being a major part of the employee base. Forecasters believe employee make up will continue to grow towards larger numbers of support, IT and engineers as online retailing increases and logistics solutions evolve to meet the demands of the customer base, for example next day delivery.

2.3 BENEFITS

The Proposed Development will bring significant economic benefits to Wrexham and the wider area in accordance with the Local Development Plan, providing a substantial number of new employment opportunities, major inward investment to the surrounding area, and provision of a sustainable source of revenue to the Local Authority through new business rates receipts.



In summary the development will:

- Create a first class regionally significant employment hub and strengthen Wrexham Industrial Estate;
- Maintain and enhance the existing ecological value of the Site with a comprehensive landscape and biodiversity strategy, incorporating flood mitigation proposals, and connecting into wider green Infrastructure corridor proposals;
- Developing the skills and education of the current and potential workforce.
- Provide inward investment to the local economy
- Within the demolition and construction stage the proposed development would generate 90 gross construction jobs which, when taking into account leakage, displacement and induced/indirect jobs, would be equivalent to 24 net construction jobs which would specifically benefit the local community over the 88-month construction duration, which in the context of the size and mobility of the construction workforce would have a temporary Minor Beneficial residual effect.
- Within the operational phase, the proposed development would deliver predominately industrial space, all of which would create employment. Based on standard employment densities, this space would create between 1,166 and 3,352 gross operational jobs which, when taking into account leakage, displacement and induced/indirect jobs, would be equivalent to between 306 and 880 net operational jobs which would specifically benefit the local community. In the context of the local economy this would have a Moderate Beneficial residual effect. As such it is considered that the proposed development would deliver on the regeneration aspirations of the local authority.



FIG.3. SITE LOCATION WITHIN UK



3. CONTEXT ANALYSIS

3.1 LOCATION

The site is bound to the north by Francis' Lane, to the east by field boundaries, to the south by Bryn Lane, and to the west by Hugmore Lane / Industrial Estate Road. The Site extends to approximately 37.21ha and predominantly comprises arable land, separated into eight fields by intact and defunct hedgerows lined with intermittent trees.

The site and wider industrial estate is accessed from the north by the A534 via the Industrial Estate Road with direct access to Wrexham City Centre, North Wales and the North of England.

3.2 CONTEXT AND EXISTING SITE FEATURES

The Site is located in an area that comprises predominately Grade 3B moderate quality agricultural land (Wrexham Local Development Plan 2013 -2028) as denoted on the Welsh 'Agricultural land classification: predictive map', defined into field boundaries by hedgerows lined with intermittent trees. It's topography slopes gently to the east. There is one public footpath that runs within and adjacent to the eastern site boundary.

Within the site there are buildings to the south adjacent to Bryn Lane which include a residential property. A residential property is located in the northern part of the site, off Francis' Lane. Both are within the ownership of the Applicant.

Surrounding the site there are adjoining residential properties to the west accessed from Hugmore Lane to

which a 50m buffer is to proposed to reduce the impact of the development.

There are fields to the north and east and Wrexham Industrial Estate to the south and further west, beyond the Industrial Estate Road.

The Site has been considered appropriate as a site for the expansion of Wrexham Industrial Estate for the following reasons as stated in the Wrexham Local Development Plan 2013-2028;

- Proximity to the recently upgraded road
- Proximity to the existing built up area which forms a logical extension to Wrexham Industrial Estate and offers potential to reduce the overall visual impact.
- Absence of any significant constraints
- Potential to link ecological mitigation into the overall Wrexham Industrial Estate green network.

3.3 EXISTING SITE USE

The Site consists predominantly of agricultural land with a residential property to the north and a residential property and barn structures to south.

3.4 AMENITIES

The site is located approximately 4.6km east of Wrexham where there are many amenities available.

3.5 HIGHWAY NETWORK

The proposed development site is located to the north of Bryn Lane and Wrexham Industrial Estate.

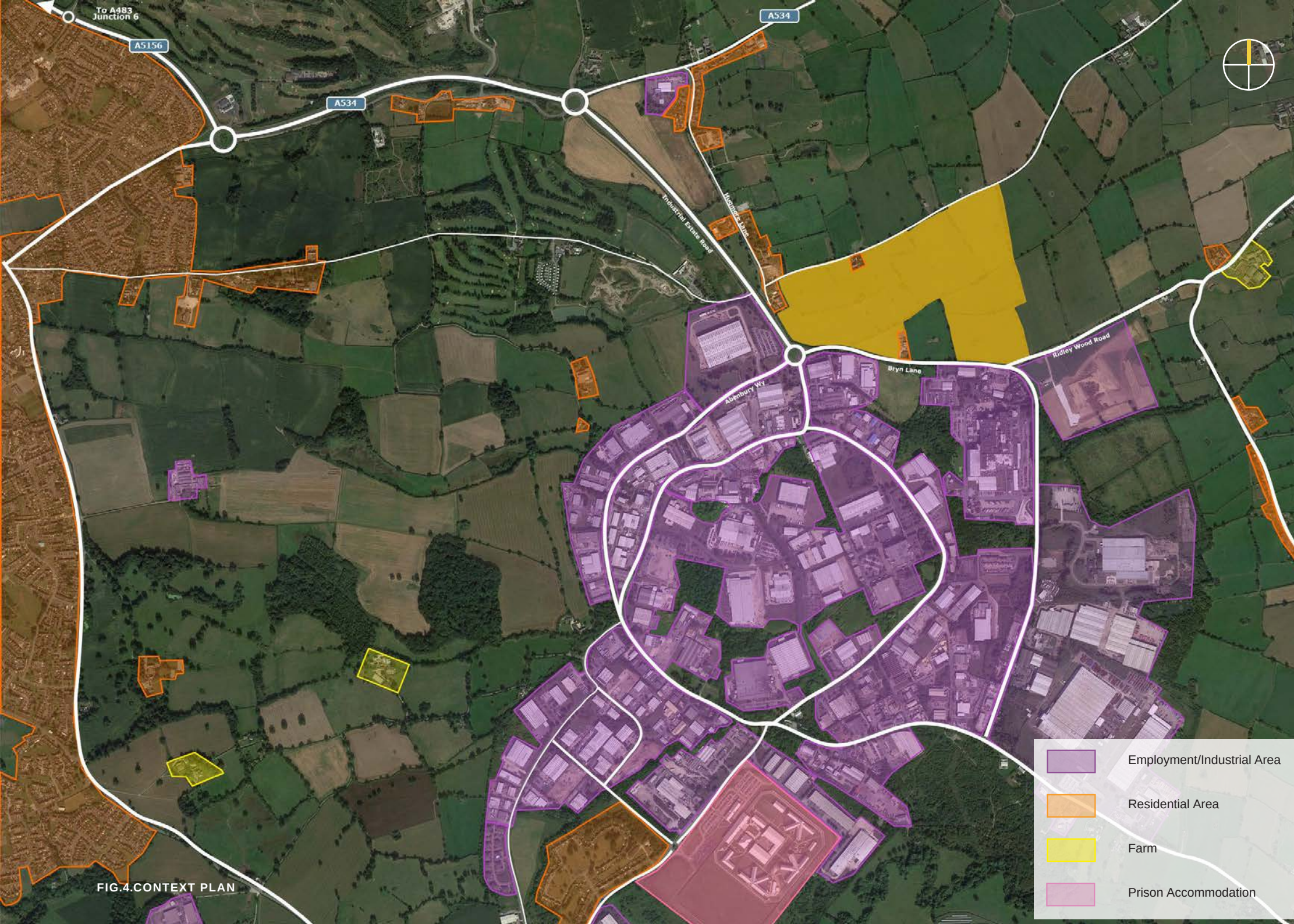
Bryn Lane is a 40mph single carriageway with one lane in each direction. It runs in a west to east/south direction, connecting the Industrial Estate Road/Bryn Lane/Ash Road North/Abenbury Way roundabout. There is a shared pedestrian/cycleway on the southern side of Bryn Lane.

To the east, Ridleywood Road is a 40mph single carriageway with one lane in each direction. It runs in a southwest to northeast direction, connecting the Ridley Wood Road/Bryn Lane priority junction to the B5130 priority junction. There are no pedestrian or cycleways along Ridleywood Road.

To the west, the Industrial Estate Road is a 70mph dual carriageway with two lanes in each direction. It runs in a northwest to southeast direction, connecting the A534/Industrial Estate Road/Sandy Lane/Borras Hall Lane roundabout to the Industrial Estate Road/Bryn Lane/Ash Road North/Abenbury Way roundabout. There are shared pedestrian/cycleways in both directions.

The A534 is a 70mph dual carriageway with two lanes in each direction. It runs in a west to east direction, connecting the Wrexham Golf Club/Stryt Holt/A534 roundabout junction to the A534/Industrial Estate Road/Sandy Lane/Borras Hall Lane roundabout. There are no pedestrian or cycleways along the A534.

The A5156 is a 70mph dual carriageway with two lanes in each direction. It runs in a northwest to southeast direction, connecting the A483 Junction 6 to the Wrexham Golf Club/Stryt Holt/A534 roundabout junction. There are



no pedestrian or cycleways along the A5156.

The A5156 connects to the A483 Junction 6, which provides access to Chester to the northeast and Oswestry to the south.

3.6 PEDESTRIANS AND CYCLE ACCESS

The surrounding area benefits from an adequate level of pedestrian infrastructure. A lit cycleway is located on the non-site side of Bryn Lane. Dropped kerbs and dedicated pedestrian cycleways can be found along Industrial Estate Road in the vicinity of the development site.

Bryn Lane, adjacent to the site, has a 40mph speed limit when heading eastbound from the nearby 4-arm roundabout. The road features partial footways on the site side and a full footway on the southern side.

Industrial Estate Road has dedicated footways/cycleways on both sides of the road in the vicinity of the site. The cycleway on the site side provides a connection to Hugmore Lane.

Short car journeys of up to 2km are considered replaceable by walking, while journeys of up to 5km can be replaced by cycling. The general topography of the area is reasonably flat, which should encourage visitors and employees of the proposed development to travel by cycling.

A footpath / Public Right of Way (ISY/6 & HOL/26) can be found running adjacent to the east of the development site, from north to south. Another footpath (HOL/25), which can be accessed from Francis Lane is located just to the north of the site.

The whole of Wrexham Industrial Estate, the east of Wrexham, and the market town of Holt are within 5km of the site. This proximity provides access to further amenities, services, and residential communities.

There are no official cycle routes within the vicinity of the site. However, the general topography of the area is relatively flat with cycleways provided in the area immediately adjoining the site which can help in encouraging potential staff and customers to travel to and from the proposed developments by cycle.



3.7 PUBLIC TRANSPORT

The proposed site benefits from convenient access to public transport, with the nearest bus stops located approximately a 550m walk away along Abbey Road, known as the Abbey Road bus stops. This proximity allows for easy connectivity and convenient commuting options for visitors and employees.

The Abbey Road bus stops provide access to the 41 bus

services, offering a reliable transportation link to and from the site. In the morning, commuters can benefit from two services per hour, available between 6-9am, ensuring a convenient start to the day. Furthermore, throughout the rest of the day, there is a regular frequency of one service per hour, ensuring accessibility and flexibility for those using public transport.

These bus services connect to Wrexham Bus Station, acting as a central transportation hub and facilitating further connections to various destinations in and around Wrexham. With the availability of public transport options, individuals can conveniently access the site, reducing reliance on private vehicles and promoting sustainable travel choices.

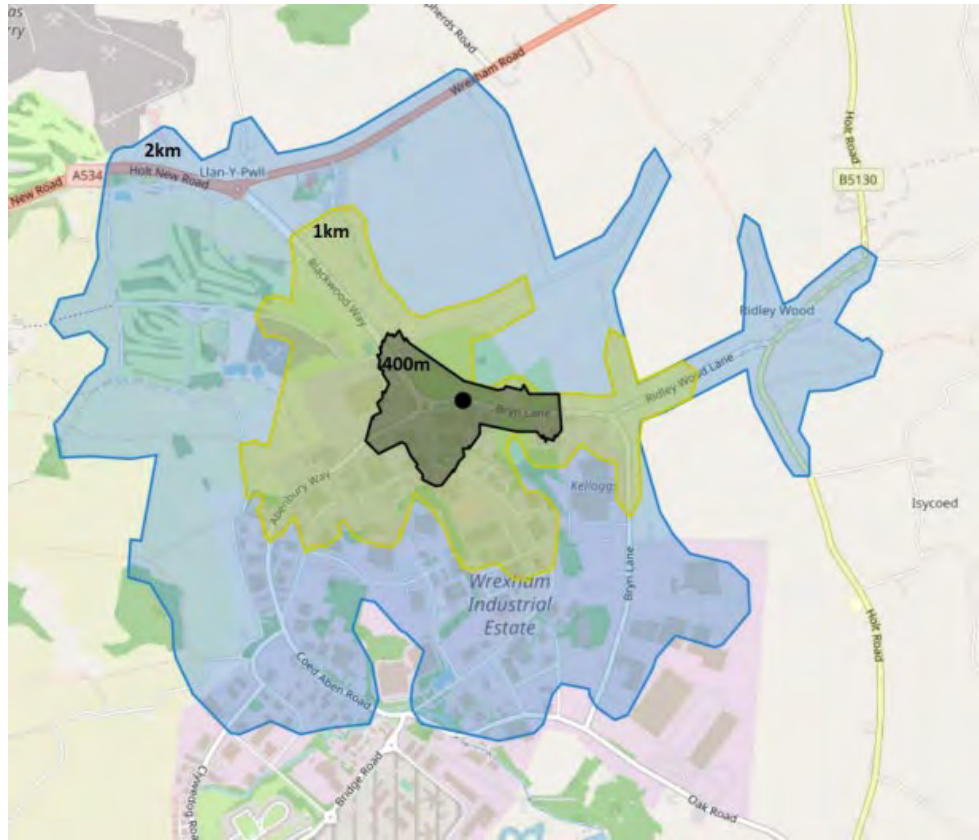


FIG.6.WALK CATCHMENT PLAN

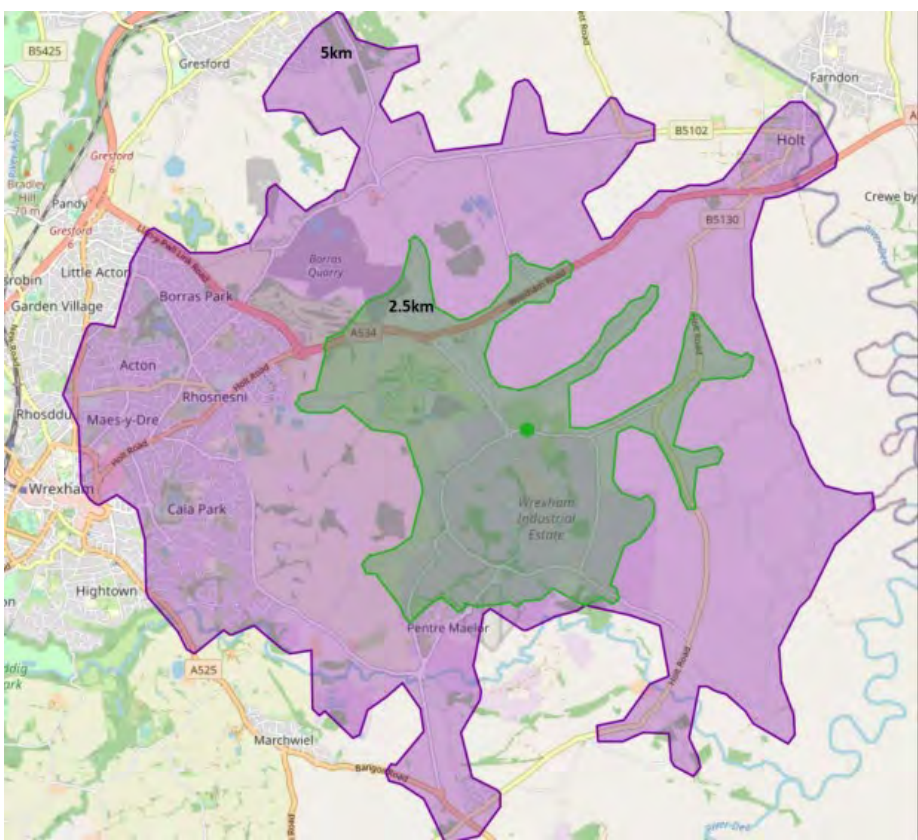


FIG.7.2.5KM AND 5KM CYCLE CATCHMENT PLAN

3.8 VIEWS & VISTAS

A Landscape and Visual Impact assessment has been completed as part of the Environmental Statement. This process begins by undertaking a baseline assessment of the proposed site and its surrounding context, encompassing a variety of elements such as landscape features, designations, and planning policy. An assessment of the landscape sensitivity is then undertaken by assessing the susceptibility and value of the identified key landscape characteristics in relation to the type of development proposed.

The visual baseline is identified through a process of desk study to generate a Zone of Theoretical Visibility (ZTV), which shows the 'bare earth' visibility of the site based upon its local topography. The extent of the visual envelope is then defined and tested through a site visit to the various viewpoints, of which there were 30 for the proposed site.

Following the baseline assessment, the report is proposal specific, with design plans outlined alongside a summary of the proposed primary mitigation measures. The subsequent chapter assesses the anticipated effects of the development upon the baseline landscape character. For each of the identified landscape receptors, the effect of the proposed development is described and its magnitude determined in line with our methodology. This is then combined with the sensitivity of the receptor previously identified to give an overall assessment of the significance of impact.

LEGEND:

- Site Boundary
- Viewpoint Location and Direction
- Viewpoint with Wireframe Location and Direction
- Public Rights of Way:
 - Bridleways
 - Footpath

The anticipated effects of the proposed development upon the visual receptors are then assessed to identify the potential significance of impact.

Finally, a summary of the landscape and visual impacts is provided which outlines the overall impact of the development and its acceptability on landscape and visual grounds.



FIG.8.VIEWPOINT LOCATION PLAN



FIG.9.VIEWPOINT NO.4



FIG.10.VIEWPOINT NO.10



FIG.11.VIEWPOINT NO.24

View from the Nothern entrance to Public Footpath Holt 26, adjacent to Francis' Lane looking southwards into the site.

View from the footway along Abenbury Way, looking northeast towards site.

View from the Public Footpath Abenbury 12, looking northeast towards site.



3.9 HYDROLOGY, FLOOD RISK AND DRAINAGE

Flood Consequence Assessment provided.

3.10 HERITAGE

There are no designated heritage assets recorded within the site (World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields). There are no scheduled monuments, registered parks and gardens, battlefield or world heritage site within the 1km study area. There are however 3 Grade II Listed Buildings within 1 km of the application site. However they are not directly adjacent to the development, and therefore should not be impacted by the scheme.

Heritage Impact assessment provided.

3.11 SERVICES & EASEMENTS

Utilities statement provided.

3.12 TREE PRESERVATION ORDERS (TPO)

A tree survey has been undertaken in accordance with BS5837:2012 by The Environment Partnership.

There are no Tree Preservation Orders, Conservation Areas and no Ancient Woodland present within the site. There are two veteran trees which have additional protection under Welsh planning policy and in accordance with Wrexham Councils local planning guidance. One of the veteran trees is located on site, roughly in the centre of the site. The second is off-site, located to the south of Ridleywood Road, at the south-east corner of the site.

3.13 BIODIVERSITY

The application site is dominated by arable fields but does contain ecologically valued habitats including hedgerows, trees (including one veteran tree), woodland and ponds. It has good connectivity to the wider landscape, particularly to the north and east, via a network of hedgerows. The application site is known to support great crested newts, breeding and wintering birds, foraging and commuting bats, badger and brown hare. It also has the potential to support other amphibian species, lesser silver water beetle, roosting bats and hedgehogs. These species could all be impacted by the proposed development.

3.14 GROUND CONDITIONS

Phase 1 Environmental Risk Assessment



FIG.12.TREE CONSTRAINTS PLAN TREE CONSTRAINTS

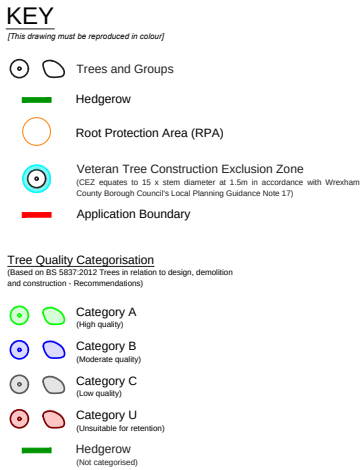
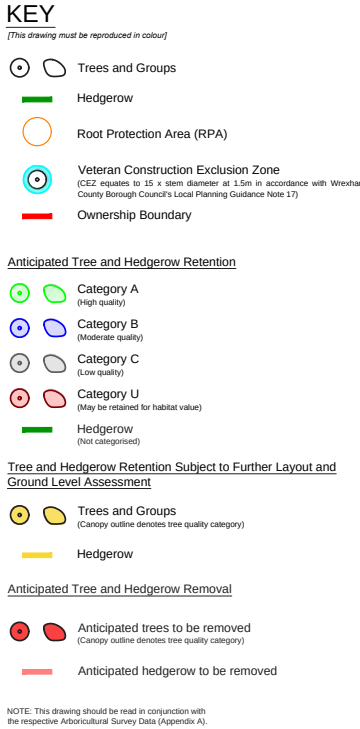


FIG.13.TREE CONSTRAINTS PLAN WITH ANTICIPATED TREE AND HEDGEROW REMOVAL



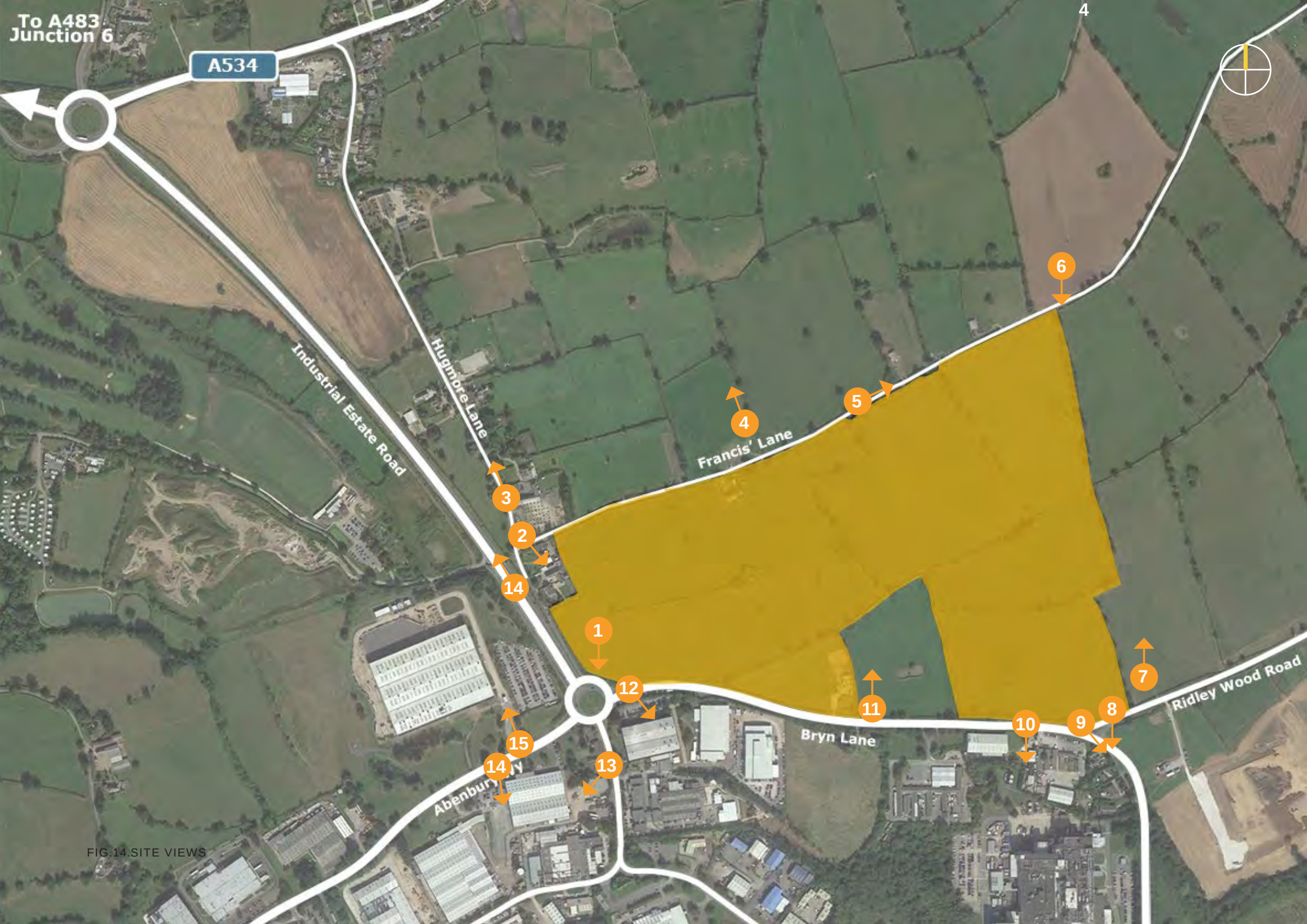


FIG.14.SITE VIEWS



3.15 EXISTING SITE PHOTOGRAPHS



01. Existing Junction adjacent to the Site



02. Residential buildings adjacent to the Site



03. View through Hugmore Lane



04. Farm Access from Francis' Lane



05. Francis' Lane adjacent to the North Boundary



06. Long distance view from North East corner



07. Long distance view from South East corner



08. Employment Area to the Bryn Lane/Ridley Wood Road Junction



09. Employment Area to the Bryn Lane/Ridley Wood Road Junction



10. Employment Area to the Bryn Lane/Ridley Wood Road Junction



11. Long distance view from Bryn Lane



12. Employment Area to the existing junction adjacent to the Site



13. Employment Area to the existing junction adjacent to the Site



14. Employment Area - view from the Abenbury Way



15. Employment Area to the existing junction adjacent to the Site

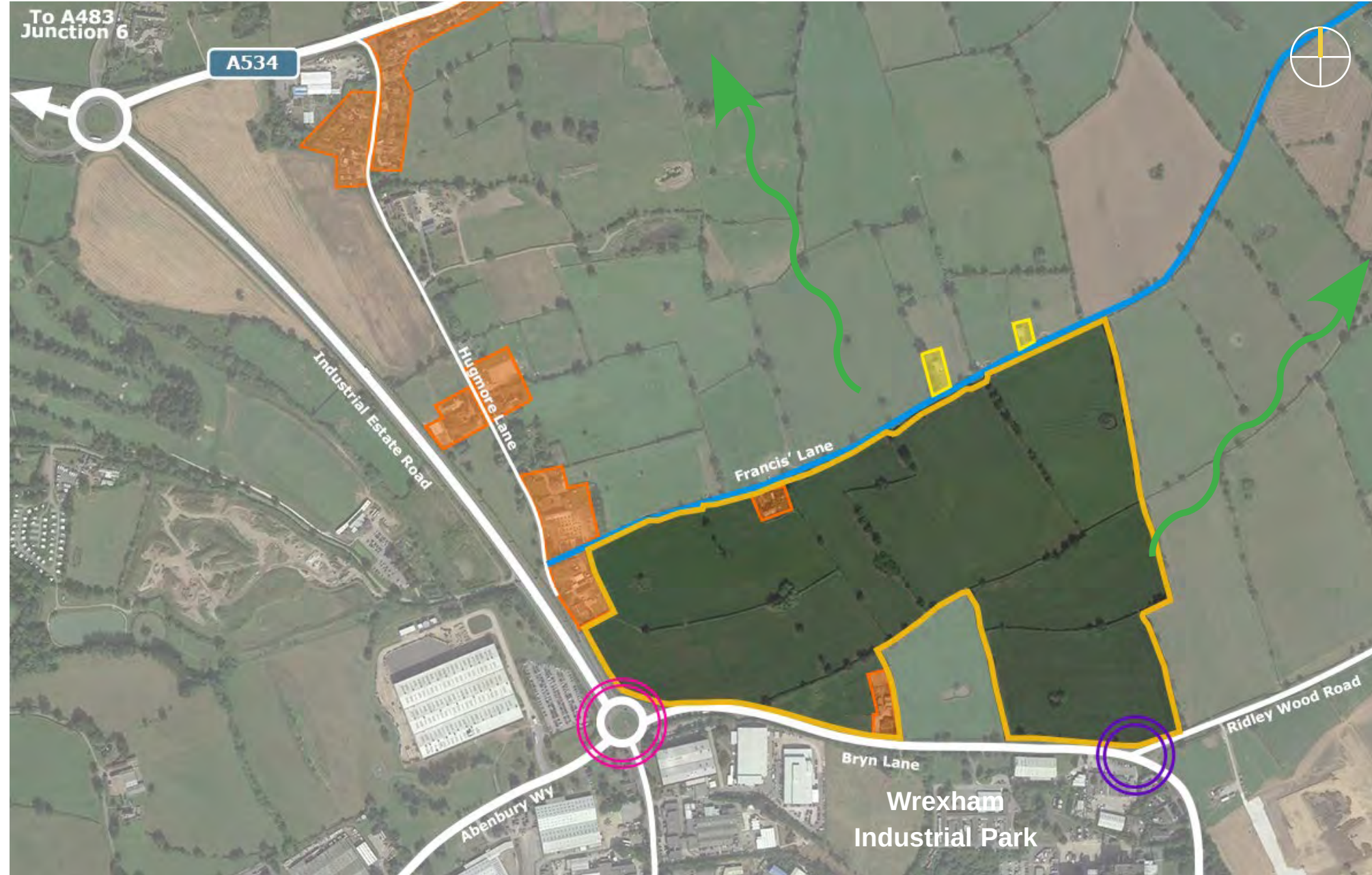


FIG.15.SITE CONTEXT



-  Existing Junction adjacent to the Site
-  Existing Junction between Bryn Lane and Ridley Wood Road adjacent to the Site
-  Existing Road - Francis' Lane
-  Existing Residential Area
-  Existing Farm Buildings
-  Long Distance View



4. PLANNING POLICY

4.1 PLANNING POLICY CONTEXT

The following section identifies the current adopted and emerging policies, which have been referred to in the design development of the proposed scheme.

Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the Town & Country Planning Act (1990) require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

The statutory development plan for Wrexham County Borough Council (WCBC) currently comprises the Wrexham Unitary Development Plan (UDP) (adopted 2005), which covers the plan period 1996 to 2011.

The following are other relevant material considerations in decision making in Wrexham:

- Planning Policy Wales (2021)
- Future Wales: The National Plan 2040 (2021)
- Technical Advice Notes
- Local Planning Guidance Notes
- Emerging Wrexham Local Development Plan 2013-2028

4.2 STATUTORY DEVELOPMENT PLAN

Unitary Development Plan (2005)

4.2.1 Policy GDP1 Development Objectives

Development should be of a scale, design and layout, and in its use of landscaping, accord with the character of the site and makes a positive contribution to the appearance of the nearby locality. It should ensure safe and convenient pedestrian and vehicular access and be located where it has convenient access to public transport facilities and sustainable routes.. New habitats should be provided where there is an unavoidable loss of existing habitats and areas of wildlife interest.

4.2.2 Policy EC4 Hedgerows, Trees and Woodland

Development proposals should provide for the conservation and management of hedgerows, trees, orchards, woodland, wildlife and other natural landscape and water features, and include new planting in order to enhance the character of the landscape and townscape. Development which results in the loss or significant damage to valuable trees, important hedgerows or ancient woodland sites will not be permitted.

4.2.3 Policy T8 Parking

Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby in accordance with the Council's current parking standards.

4.2.4 Policy T9 Walking, Cycling and Horse Riding Routes

Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes and integrate with the public transport system.

4.3 MATERIAL CONSIDERATIONS

Planning Policy Wales (2021)

Planning Policy Wales (PPW), published in 2021, sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters which together with PPW provide the national planning policy framework for Wales.

4.3.1 People and Places: Achieving Well-being Through Placemaking

Development proposals should create a sense of place, well-being, and prosperity for all (paragraph 2.3). Placemaking in development decisions happens at all levels and involves considerations at a global scale, including the climate emergency, down to the very local level, such as considering the amenity impact on neighbouring properties and people (paragraph 2.7).

The Welsh Government define Placemaking as a holistic approach to the planning and design of development and spaces. It relates to context, function, and relationships between a development site and its wider surroundings(page 14).

4.3.2 Strategic and Spatial Choices

Good design is fundamental to the creation of sustainable places where people want to live, work, and socialise. Design is not just about the architecture of a building but also the relationship between all elements of the natural and built environment and between people and places.



4.3.3 PPW identifies the following objectives of good design:

- Access: ensuring access for all
- Character: sustaining or enhancing local character; promoting legible development, a successful relationship between public and private space, quality, choice and variety, innovative design;
- Community Safety: ensuring attractive, safe public spaces & security through natural surveillance;
- Environmental Sustainability: achieving efficient use and protection of natural resources, enhancing biodiversity, designing for change; and
- Movement: promoting sustainable means of travel.

Planning authorities should seek to improve developments which are not well designed, do not take account of their context and consider their place, or do not meet the objectives of good design. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions (paragraph 3.16).

All new development should be of a scale and design that respects the character of the surrounding area (paragraph 3.60).

4.3.4 Active and Social Places

New development should be located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to

employment, local services, and community facilities. This will be achieved through integrating development with sustainable transport infrastructure and designing schemes in a way which maximises provision and use of sustainable forms of travel, including prioritising these modes over the private car (paragraph 4.0.3).

4.3.5 Productive and Enterprising Places

Design and Access Statements should show how sustainable building design principles have been considered in the design process (paragraph 5.8.6).

4.3.6 Distinctive and Natural Places

The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right and for historic, scenic, aesthetic and nature conservation reasons (paragraph 6.0.2).

4.3.7 Green infrastructure

Green infrastructure is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural as well as environmental resilience (paragraph 6.2.3). The planning system should protect and enhance green infrastructure assets and networks because of these multi-functional roles.

The quality of the built environment should be enhanced by integrating green infrastructure into development through use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity

and ecosystem services into new development and places, helping to overcome the potential for conflicting objectives, and contributing towards health and well-being outcomes (paragraph 6.2.5).

Development proposals must consider the need to support the conservation of biodiversity, in particular the conservation of wildlife and habitats, and safeguard protected and priority species and existing biodiversity assets (inter alia) (paragraph 6.4.3)

4.4 FUTURE WALES: THE NATIONAL PLAN 2040

Future Wales, published in 2021, is the national development framework for Wales and has been prepared in the context of the development plan system in Wales. Development plan status.

4.4.1 Policy 9 – Resilient Ecological Networks and Green Infrastructure

Action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems, and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.

4.5 TECHNICAL ADVICE NOTES (TANS)

4.5.1 TAN 8 Transport (2007)

TAN 8 provides guidance in relation to the integration of land use planning and transport, parking, design,



accessibility, sustainable modes of transport, and infrastructure development.

4.5.2 TAN 12: Design (2016)

This Advice Note identifies the objectives of good design under the following headings: Access, Character, Community Safety, Environmental Sustainability, and Movement. A series of design objectives are identified for each category. Guidance is provided in relation to the design process, including collaboration stages, appraising the context of a site and consideration of design objectives as well as detailed matters.

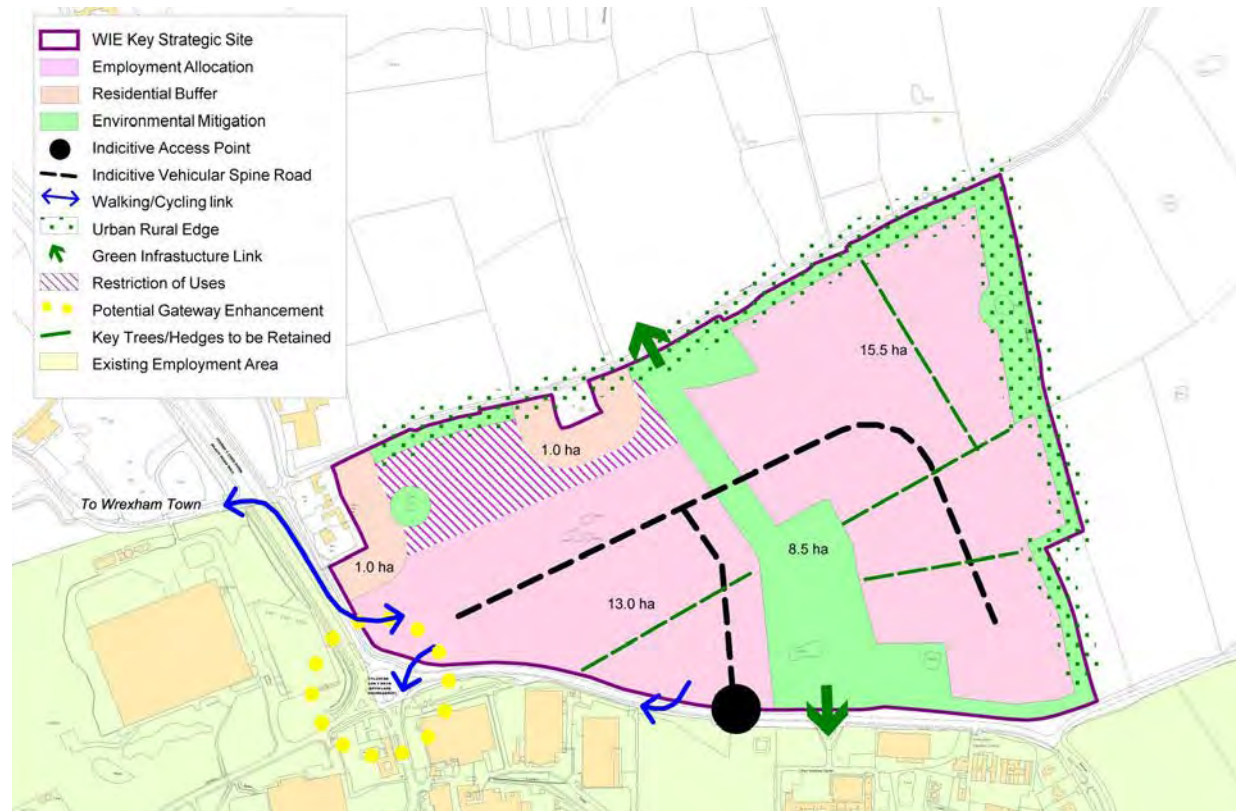
4.6 LOCAL PLANNING GUIDANCE NOTES

WCBC have approved a series of local planning guidance notes which supplement the development plan. Relevant guidance notes are summarised below.

4.6.1 Landscape and Development (Local Planning Guidance Note No.7)

In assessing planning applications the design of buildings and their external environment and landscape are taken into account. Guidance note 7 seeks to clarify landscape information requirements and help applicants to have a better understanding of landscape issues.

With respect to Outline Planning Applications, landscape issues must be regarded as an integral part of the development process, with consideration given to the form and use of all spaces from the earliest stage. The factors listed below should be considered at any early stage by an applicant, so that information which would be helpful in



assessing whether the proposal is acceptable in principle can be identified, as well as those matters of detail which can be 'reserved' for a further planning application.

- Existing boundaries
- The position of existing trees and whether they are to be retained or removed
- The intended uses and treatment of the external spaces
- The location of screening factors e.g. buildings, trees etc, within or outside the site
- The location of other structures
- Any intended changes in landform
- The position and general type of planting

For full applications and any landscape conditions, the following information should be provided:

- Survey information
- Details of proposed boundary treatments, including materials, height, location
- Existing and proposed levels, including information on any surplus materials to be taken off site, or fill material to be imported.
- Existing trees and other soft landscape features to be retained, and methods of protection during construction.
- Details of all existing and proposed hard landscape materials, and their location



FIG.16. HIGHWAY SITE CONTEXT AND EXISTING EMPLOYMENT AREA



- Species, numbers (or planting density), distribution and sizes of proposed new planting and mixes for grass and wildflora seeding
- The location of any existing or proposed underground or overhead services which could affect existing or proposed planting
- Any areas which are required for adoption by the Council. Developers should refer to other planning guidelines for standards of public open space provision in new housing schemes

4.6.2 Trees and Development (Local Planning Guidance Note No.17)

The purpose of this note is to provide additional guidance regarding the protection of trees and to highlight the benefit of trees as an integral part of design.

Development design should take into account the constraints and opportunities posed by existing quality trees, woodland and hedgerows and provide adequate space for new planting.

4.6.3 Landscape and Industrial Development (Local Planning Guidance Note No.26)

It is intended that Note number 26 will assist applicants to have a better understanding of the landscape and environmental issues which the Council will take account of when determining applications for industrial development.

New development in particular can provide excellent opportunities for exciting and sustainable landscape and building design, providing attention is paid to the impact which such proposals might have on the surroundings.

Landscape considerations include the way the external environment is affected by the development, and the way the development is perceived by the public. Landscape needs to be considered from the very beginning of the development process.

4.6.4 Design (Local Planning Guidance Note No. 30)

This guidance note provides guidance on encouraging good design and outlines the Council's requirements for sustainable buildings.

4.7 WREXHAM LOCAL DEVELOPMENT PLAN 2013-2028

WCBC are preparing a Local Development Plan (LDP) which will replace the current adopted Unitary Development Plan. The LDP is a land use plan that sets out the planning requirements for achieving sustainable development in the Borough over the period 2013-2028. WCBC has decided not to adopt the plan at this stage, however it remains a material consideration with significant weight, as it has been found sound by a Planning Inspector. Draft Policy SP11

4.7.1 KSS3: Land to the north of Bryn Lane, Wrexham Industrial Estate

Land is allocated to the north of Bryn Lane, Wrexham Industrial Estate as shown on the proposals map to deliver 28ha of employment land for B use class purposes, including an ecological network, residential buffer zone, and enabling and necessary infrastructure which will be delivered in a phased manner.

4.7.2 Draft Policy SP13 Design Principles and Masterplanning Framework

All development will be required to be of a high quality, sustainable design which makes a positive contribution to the creation of locally distinctive places by complying with the Masterplanning framework supplementary planning guidance and 'KSS' schematics. Proposals must demonstrate how they have taken account of the local characteristics of surrounding areas and how innovative design solutions will enhance the quality of the built and natural environment.

4.7.3 Draft Policy SP15 Natural Environment

Development will only be permitted where it seeks to protect, conserve, and enhance the natural environment including strategic ecological network on Wrexham Industrial Estate, protected species and their habitats, natural landscape features such as trees, hedges, and woodland and the green networks between them which contribute to the quality and diversity of the natural environment (inter alia).

4.7.4 Draft Policy DM1 Development Management Considerations

Developments must accord with or enhance the character and local distinctiveness of a site in terms of their sighting, layout, scale, height, density, and landscaping. In addition, developments must (inter alia):

- Not have an unacceptable effect on the amenity of the occupiers of nearby properties or land, and provide a satisfactory standard of amenity for the occupiers/users of the development itself;
- Priorities walking, cycling and public transport use ahead of travel by car; and



- Not give rise to parking or highway safety problems on site or in the locality.

4.7.5 Draft Policy T2 Active Travel

New development will be supported where:

i. Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places,

ii. Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided,

v. Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements.



5. ACCESS & CONNECTIVITY

5.1 TRANSPORT ASSESSMENT

A Transport Assessment has been prepared by Cora IHT in support of the hybrid planning application. This sets out the likely construction and operational trip generation, distribution and traffic impacts, and has been assessed within the context of other committed developments in the area.

5.2 EXISTING LOCAL HIGHWAY NETWORK

The local highway network is focused around the A534, which provides connections to/from the centre of Wrexham and North Wales and North West of England. It is therefore evident that the Site is well located with respect to key local centres and the wider region and is thus ideally suited to meet the needs of the proposed development. There are also opportunities to travel by sustainable transport to the site from Wrexham City Centre with buses departing regularly from Abbey Road and Ash Road North within walking distance of the site.

5.3 SITE ACCESS ARRANGEMENTS

The proposed development will be accessed via an existing roundabout on the main estate road into Wrexham Industrial Estate. An additional access point will be provided off Bryn Lane, as well as a secondary access for the substation only, located off Ridleywood Road.

5.4 PEDESTRIANS AND CYCLISTS

Pedestrian footways will be provided throughout Utopia City along the proposed estate road with on-site crossings points where required, whilst cyclists will have an on-road allocated cycleway throughout the site. Connectivity

Will be retained from estate roads through to main entrances with level approaches for pedestrians and secure onsite cycle storage facilities for cyclists.

5.5 WIDER CONTEXT CONNECTIVITY

This proposed development is capable of being a 'standalone' employment Site in its own right in the early years of its development, in terms of delivery of necessary infrastructure and public transport provision etc. cycle, car and HGV parking will be provided. Accessible parking for mobility impaired, electrical charging infrastructure and cycle storage will be provided in accordance with the local standards. The cycle parking will be secure, under cover and accessible parking conveniently located close to the entrances of buildings.

5.6 SERVICE YARDS

Control of accesses to service yard areas by a gatehouse or remotely controlled gates will help to ensure that unauthorised access is not permitted. Public access should be actively discouraged from service yards from both a security and safety perspective. Fenced service yards prevent public access.

5.7 ACCESS POLICY

This proposals will comply with the Building Regulations part M 'Access To and Use of Buildings', and recommendations found within BS 8300:2009 'Design of Buildings & Their Approaches to Meet The Needs Of Disabled People'.

5.8 ACCESS AND MOVEMENT

The PPW (Planning Policy Wales) considers Access as one of the key objectives of good design, most specifically 'ensuring ease of access for all', which is assumed to refer to safe and fair access design. It also considered that new developments will be acceptable in highways and transportation terms provided that the residual impacts are not severe, and that there would not be an unacceptable safety impact. The Transport Assessment provides a detailed overview of the access strategy and potential impact of the proposed development.



FIG.17. ACCESS MASTERPLAN



6. CONSTRAINTS & OPPORTUNITIES

6.1 SUMMARY

Based on the Site analysis carried out by the design team there are no major constraints to development on the Site.

As part of the detailed design process careful consideration has been given to:

- Creating a comprehensive flood management and surface water drainage strategy to maximise the development potential of the Site.
- Site levels to respond to the Site's existing topography, and to ensure that development plateaus are efficient and flexible to suit occupier requirements and that these tie into the overall surface water drainage strategy.
- Hard and soft landscape treatment to minimise the impact of the development on the surrounding area in visual terms.
- Integration of landscape and drainage features to create a sustainable and robust strategy that also enhances biodiversity.
- A robust and deliverable access strategy to ensure that the development does not impact on the surrounding network.
- Consideration of the noise impact of the development and how to mitigate any associated effects on existing residential properties. The design will look to reduce this with landscape buffers and through acoustic fences between buildings as appropriate.
- In recognition of the potential visual impact of the building's detailed design, form and overall height will seek to reduce the visual impact of the scheme.

- A pond strategy that suitably addresses the new population on site.
- A tree retention strategy that retains the significant trees across the site, including a central veteran tree within the proposed landscape corridor.

These key design issues have fed into the Site development parameters plan which is contained in the following chapter.

For the detailed application areas, the main constraints that have informed and provided opportunities for the site designs include tree retention, existing utilities, landscape corridors and ecology ponds.

As this is a hybrid application, detailed mitigation cannot be provided for all points in the areas being applied for in outline however the principles of the mitigation are established.

The applicant is committed to continuing to engage with the local community at future stages of the project, and detailed matters can nonetheless be controlled via standard planning conditions attached to the grant of any planning permission and through the development of future Reserved Matters applications.





7. MASTERPLAN DESIGN EVOLUTION

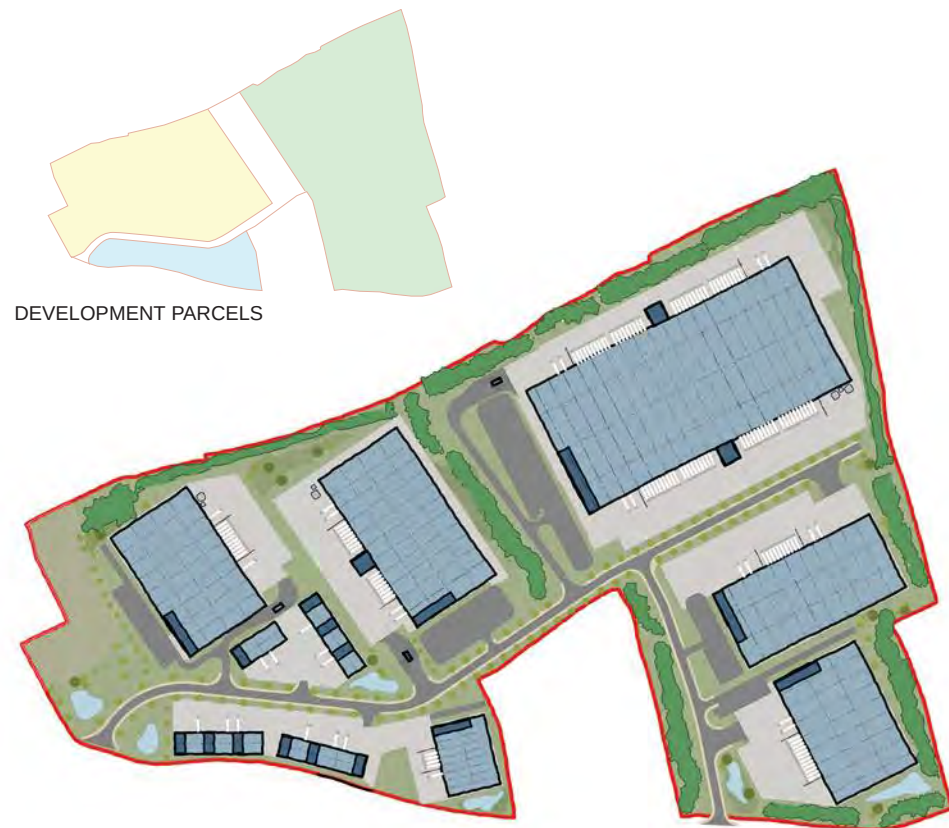


FIG.19.MASTERPLAN DESIGN EVOLUTION

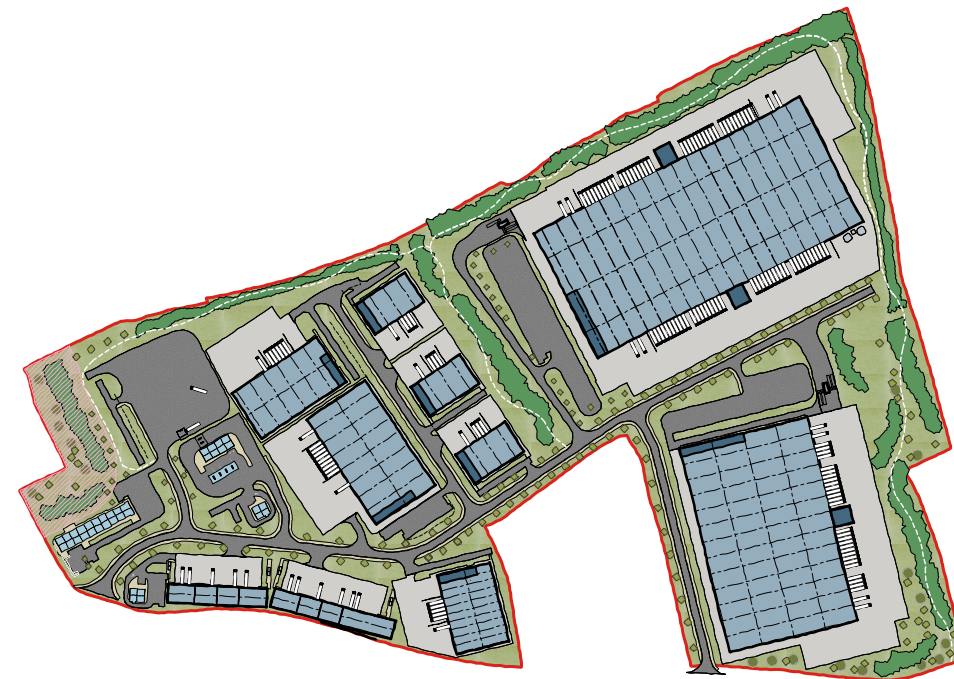
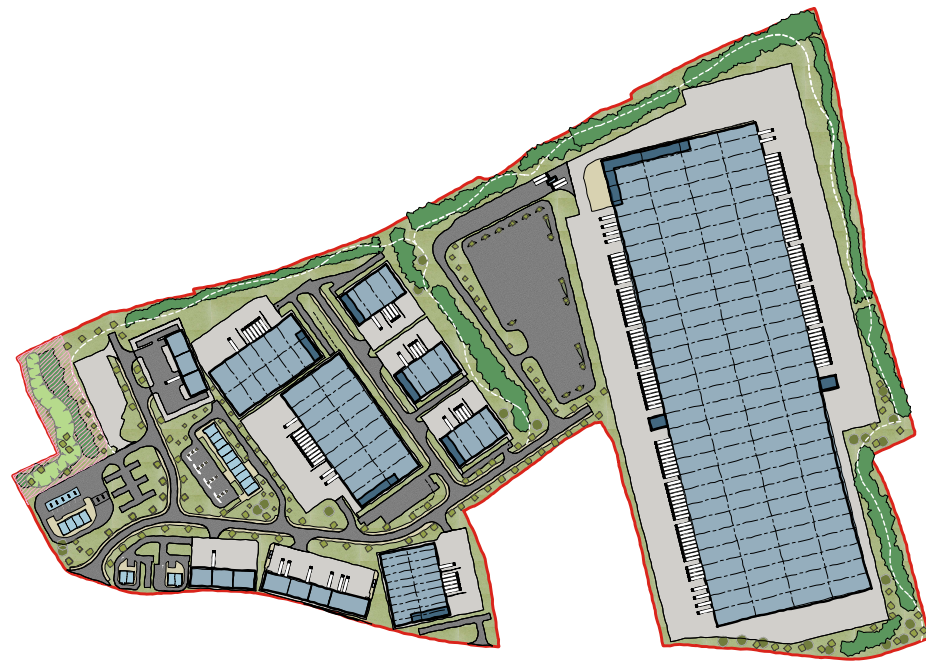
The site was divided into three core development parcels detailed above, with the core dividers being the considered access off the existing roundabout, and the proposed landscape/wellness corridor.

From the initial masterplan design, the estate road provides maximum flexibility for the delivery of Small and Medium Enterprise buildings or much larger regional distribution centres. The smaller grain buildings have been focussed near the western entrance in a strategy that allows visitors to be greeted by buildings of a more human scale. We divided the site into essentially four plots with 2 above the estate road, and two below, divided

by the ecology corridor. The western entrance provides the opportunity for a landscape gateway into the site, forming a campus feel with open spaces and active frontages.

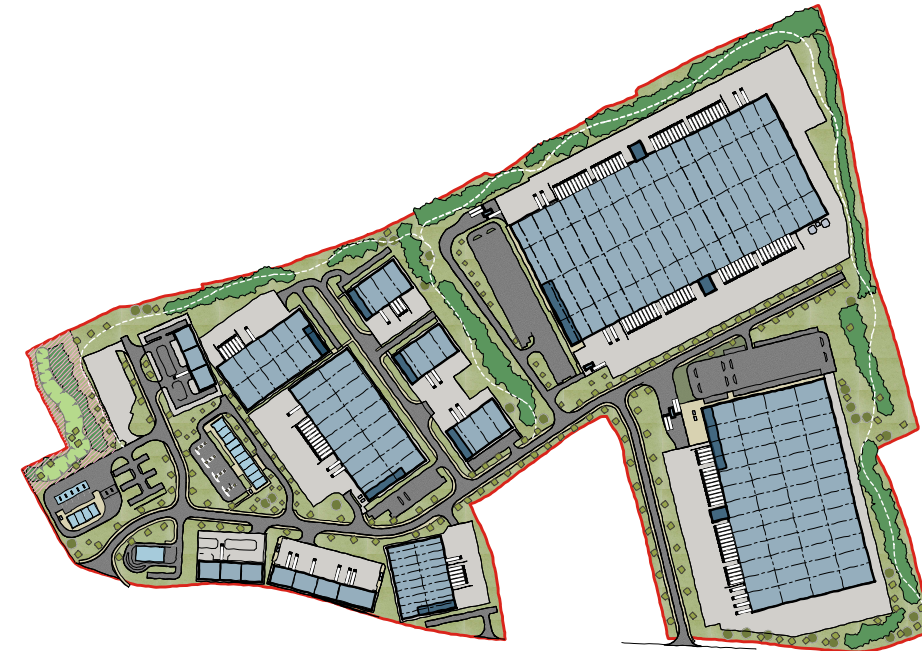
We have concentrated on focal points that address vistas, with active frontages with human activity placed at those focal points. The active frontages also provide a sense of security. A wellness trail has been incorporated into the site which aligns with the values of the developer Net World Sports, but also provides future occupiers with strong welfare and amenity areas.

A large single unit was considered for the eastern development parcel, however due



to the constraints outlined, and the proportions of the site, this unit is limited in its functionality, and an occupier may be less inclined to occupy a unit with a restricted service yard on the eastern elevation. Furthermore, overflow HGV parking was made available to counteract the restricted yard, and while the large unit was not retained, the HGV car park was.

These core design principles have been maintained throughout the optioneering process until we designed a scheme that was both practical which also mindful of site constraints, while maintaining a strong aesthetic and well considered design rational.



As we developed the masterplan, we sought to also include more use classes, providing the site with more flexibility and thus serving a wider variety of potential occupiers. However, it's worth noting that the other use classes are in areas of outline, which serves the logic that potential hotel/drive-thru or petrol filling station occupiers have their own brand specific design requirements, which would be picked up in a separate application.

Most significantly, in this iteration, we ensured that the veteran tree central to the site was retained, chamfering the yard appropriately, to not only retain the tree but to also use it as a focal feature to this plot.



8. PROPOSED DEVELOPMENT

9. PARAMETERS OVERVIEW

Whilst flexibility is key, the Parameters Plan sets out the maximum development parameters in terms of use, floor area, height and maximum extent of development and finished floor levels. This establishes a framework within which a range of masterplan options can be accommodated.

It is also sets out that the intent for this project is to deliver a holistic masterplan with well positioned plots, green spaces, while also creating a strong sense of place.

The project's ability to sit comfortably within the surrounding contextual landscape is delivered by good design and understanding the importance of a sense of place - key to this is the importance of masterplan arrangement, scaling and grain sensitivity and well-considered geometry. The buildings and public spaces should be arranged with active frontages along its public roads that address focal points and vistas within the site contributing to the sense of place at reserved matters stage. The parameters set the framework for this to be achieved.

9.1 AREA SUMMARY

This area summary sets out the building areas for the detailed element of the masterplan, while the adjacent parameters plan summarises the proposed development parameters for the outline development zones.

The hybrid application seeks detailed permission for Units 2, 3, 4, 5, 6, 7, 14, 15 and 16. The total amount of floorspace applied for in the detailed element of the hybrid application is 61,423 sq m (GIA) / 63,254 sq m (GEA) for Use Class B1c / B2 / B8 floorspace, with ancillary, integral office accommodation (Use Class B1a).

FULL PLANNING APPLICATION BUILDINGS SCHEDULE																
UNIT NAME	ZONE	HAUNCH HEIGHT (m)	WAREHOUSE GIA (sq.m)	WAREHOUSE GIA (sq.ft)	OFFICE GIA (sq.m)	OFFICE GIA (sq.ft)	GATEHOUSE GIA (sq.m)	GATEHOUSE GIA (sq.ft)	TOTAL GIA (sq.m)	TOTAL GIA (sq.ft)	DOCK LEVELLERS	LEVEL ACCESS DOORS	CYCLE SPACES	HGV SPACE S	CAR PARKING SPACES	ACC. CAR PARKING SPACES
Unit 2	ZONE D	18.00	31559	339697	1594	17154	24	262	33177	357113	24	6	40	56	323	14
Unit 3	ZONE B	10.00	1862	20039	201	2165	0	0	2063	22204	0	2	10	8	21	2
Unit 4	ZONE B	10.00	1862	20039	201	2165	0	0	2063	22204	0	2	10	3	20	2
Unit 5	ZONE B	10.00	1862	20039	201	2165	0	0	2063	22204	0	2	10	3	20	2
Unit 6	ZONE B	15.00	5296	57004	416	4479	0	0	5712	61482	6	2	10	16	49	3
Unit 7	ZONE B	15.00	9628	103638	665	7157	0	0	10293	110795	11	4	20	46	95	5
Unit 14	ZONE B	8.50	625	6727	229	2468	0	0	854	9195	0	1	10	0	9	1
Unit 15	ZONE B	8.50	1090	11731	229	2468	0	0	1319	14199	0	1	10	0	16	1
Unit 16	ZONE B	12.50	3351	36067	528	5684	0	0	3879	41751	4	2	10	6	39	2
TOTAL GIA									61423	661148						

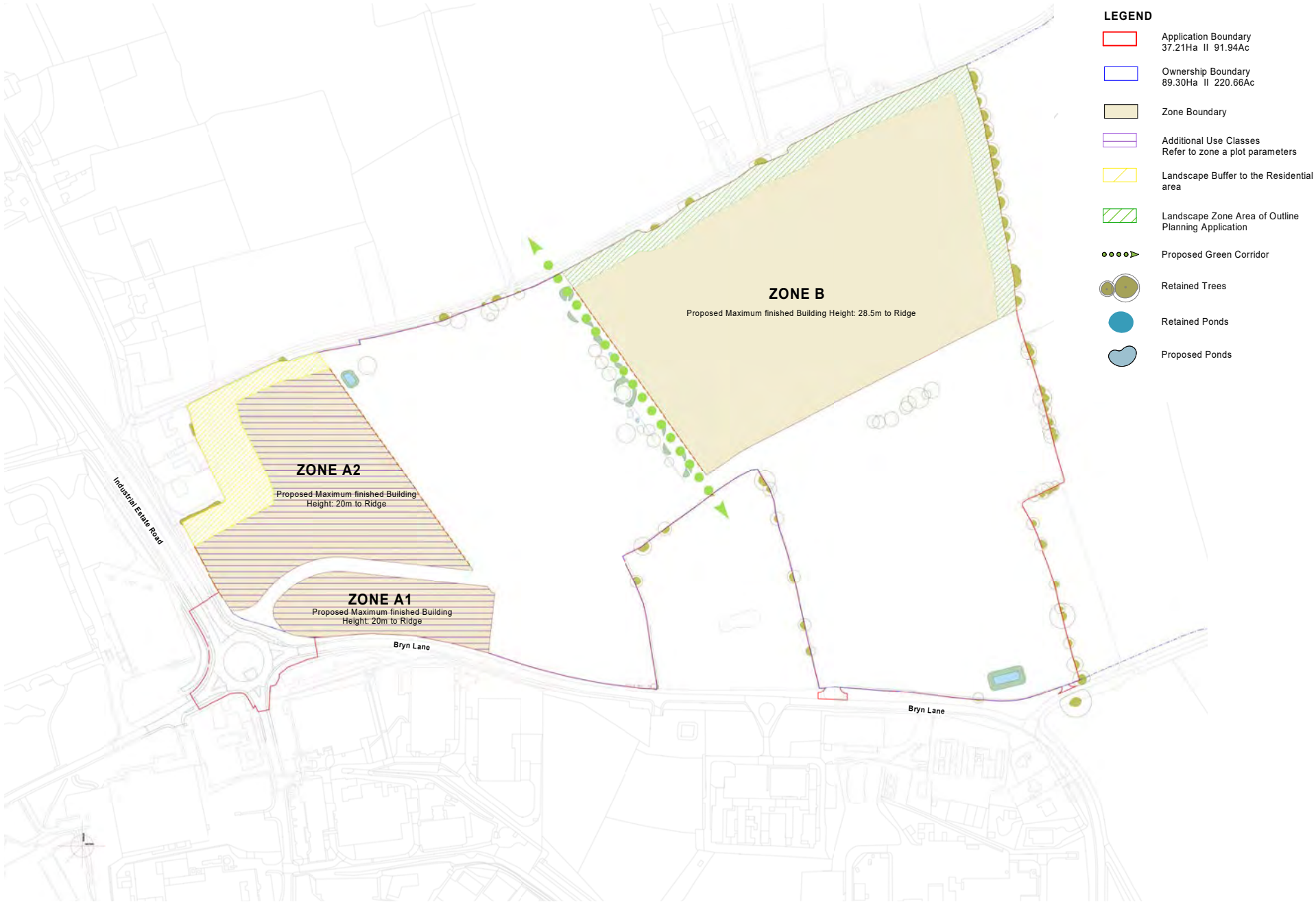
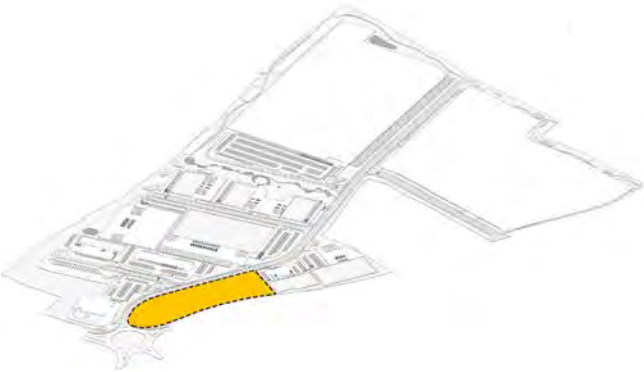


FIG.20. PARAMETERS PLAN



9.2 THE OUTLINE PART



In total, the outline element of the hybrid application proposes 70,520 sq m GIA / 72,635 sq m GEA, predominantly for Use Classes B1c / B2 / B8 uses (with ancillary integral Use Class B1a use). Of this floorspace up to 16,150 sq m GEA is proposed for Use Classes A1, A3 C1, Sui Generis uses.

FIG.21.OUTLINE ZONE A1

ZONE A1

Developable Area:
1.22Ha || 3.03Ac

Proposed Use:
B1(c), B2 & B8

Maximum Floorspace:
65,660 sq.ft (6,100 sq.m) GIA
67,629 sq.ft (6,283 sq.m) GEA

Proposed Maximum finished Building Height:
20m to Ridge

ADDITIONAL USE CLASSES

Proposed Use:
A1, A3, C1, Sui Generis (petrol filling station)

Overall quantum of A1, A3, C1 or sui generis (petrol filling station) use shall not exceed collectively 70% GEA across Zone A1

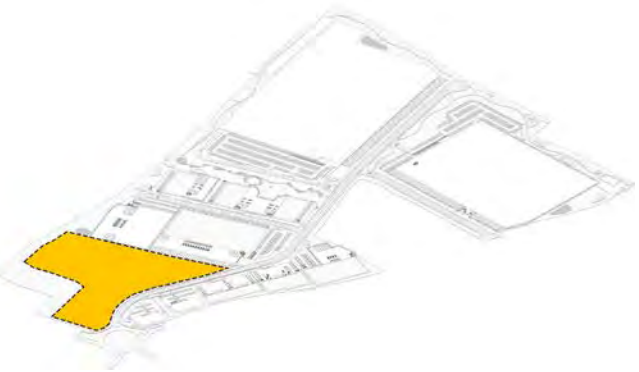


FIG.22.OUTLINE ZONE A2

ZONE A2

Developable Area:
3.26Ha || 8.05Ac

Proposed Use:
B1(c), B2 & B8

Maximum Floorspace:
175,451 sq.ft (16,300sq.m) GIA
180,715 sq.ft (16,789 sq.m) GEA

Proposed Maximum finished Building Height:
20m to Ridge

ADDITIONAL USE CLASSES:

Proposed Use:
A1, A3, C1, Sui Generis (petrol filling station)

Overall quantum of A1, A3, C1 or sui generis (petrol filling station) use shall not exceed collectively 70% GEA across Zone A2.

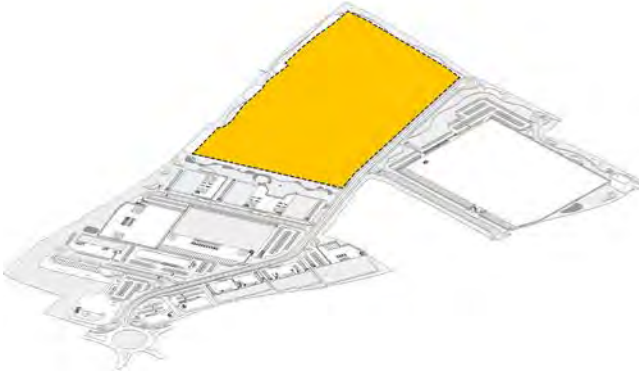


FIG.23.OUTLINE ZONE B

ZONE B

Developable Area:
8.02Ha ||19.82Ac

Proposed Use:
B1(c), B2 & B8

Maximum Floorspace:
517,959 sq.ft (48,120 sq.m) GIA
533,492 sq.ft (49,563 sq.m) GEA

Proposed Maximum finished Building Height:
28.5m to Ridge

TOTAL OUTLINE DEVELOPABLE AREA :

759,070 sq.ft (70,520 sq.m) GIA

781,836 sq.ft (72,635 sq.m) GEA



Across the proposed development up to 131,943 sq m (GIA) / 135,889 sq m (GEA) floorspace is proposed. The detailed element will deliver nine high quality units of a mix of sizes, with the three outline parcels providing flexibility for future phases to be delivered, in accordance with the parameters established in this hybrid application.



10. DESIGN PRINCIPLES

10.1 THE VISION

The proposed development represents an opportunity for consistent, coherent and high quality development with flexibility to accommodate a range of employment uses in varying size units.

Specifically the illustrative masterplan demonstrates:

- A layout that is flexible enough to accommodate a wide range of use classes, unit sizes with market focus, integrated into an extensively landscaped setting.
- An access strategy that is sympathetic to the existing highway layout.
- The use of appropriate building design striking a balance between expressions of individual identity and providing an overall harmonious built form.

The proposed development uses the existing upgraded road networks to reduce HGV movements on the local road network.

The proposed development is located on a site identified to accommodate strategic employment development .

Appropriate spatial separation from nearby residential properties, with appropriate mitigation where is proposed .

The principle at the proposed development is to establish a flexible framework capable of accommodating a wide range of occupiers in a coherent and cohesive development. The following section indicates how the Site could be developed in accordance with the principles set out in the Parameters Plan and in tandem with the

detailed design areas.

Within the overall 'landscape grid' a series of development plateaus will be formed capable of accommodating a range of building sizes and uses. The buildings are orientated, where practical, to present the short gable ends to the more visually sensitive receptors.

Where practical, the logistics buildings will have active frontages which includes offices and car parking fronting the key estate roads with service yards set to the rear and screened where possible with landscape belts. The building design will seek to create a new identity with consistency in quality, proportion and colour. Detailing and material selection will be carefully coordinated to provide an attractive, cohesive development, thus realising a contemporary and innovative architectural solution.

Innovative and high quality design will attract major regional and national employers to the Site. Initial occupiers will 'buy into' the long-term vision. High quality businesses employ high quality staff by definition. This shows that occupiers creating the right environment in which to work and the ability of their staff to enjoy work can be more creative, more productive and stimulated. It helps to attract and retain the best people in the future. A sense of community created by building design, landscape and the public realm, with active management, will ensure an environment which is a relaxing atmosphere with a bustle and energy through interaction which is attractive to occupiers. The ability to provide a diverse range of accommodation, in size, specification and tenure will also be important to ensure that the development appeals

to the widest possible occupier market. In this way, the scheme will respond and accommodate requirements from a wide range of occupiers, with flexibility to facilitate growth over time.

10.2 LAND USE

The proposals can provide a range of uses and sizes, with an overall 1,462,697 sq ft (135,889 sq m) B1(c), B2, B8 , A1 A3, C1 and Sui Generis (petrol filling station) floorspace including ancillary office space, servicing, parking and landscaping.

10.3 HEIGHT

The maximum height of the proposed buildings will be 28.5m to ridge. This enables the accommodation of modern racking systems, product handling equipment and high level sprinklers. It is unlikely that many buildings could or will reach this height, it would be limited to the very largest floor areas with specific occupier requirement, or if industrial process require tall flues.

The maximum height of 28.5m to ridge only applies to Zone B, and a reduced max. height of 20m to ridge is proposed in the outline plots which are closer to the existing residential properties to the west of the site, to the interface with sensitive receptors.

The industrial offices will be typically 1 to 2 storeys high and located on the gable ends facing the estate road where possible. This will create a sense of activity along the estate road, create a strong frontage and will help to break down the scale of the warehouse behind to limit



the visual impact. They will typically have internal floor to ceiling dimensions of at least 2.7 metres. The height of this element, positioned here possibly on the main access, helps to break up the mass of the building when viewed upon arrival.

Typically, if a hotel is brought forward it will be to owner/ investor specification designed to meet the needs of the hotel groups and their brands to allow the asset to be franchised. The design and detail subject to Reserved Matters approval will be as typically required by operators in similar non urban transient locations.

10.4 DENSITY AND MASSING

Uses of the nature proposed inevitably require buildings of a significant scale. The layout and treatment of building elevations will be used to break down the scale of the building. The use of colour and changes in texture will be used to break down the overall mass of the buildings.

Horizontally spanning panels may be used on the elevations to reduce the perceived height, and these could be broken up with contrasting vertically spanning materials in panelled areas, in order to punctuate the length of the façades. At low level, dock doors add interest and definition to the ground level loading and servicing area.

The landscape strategy proposes the introduction of significant new areas of planting across the development. This will act further in breaking up and softening large building elevations and will limit the visual impact of the scheme.

10.5 ACCESS, CIRCULATION AND PARKING

Primary access to and egress from the development Site is via the existing estate road roundabout however two secondary access and egress junctions are proposed further along Bryn Lane central to the site.

Minimisation of individual car travel to work will be encouraged and the occupation of buildings will be subject to the approval of a Travel Plan.

Inclusive access within each plot is achieved with paths leading pedestrians from the car parks to the main office entrance. A link to the allocated cycle lanes within the estate road will be provided to cycle shelters located near to the office main entrance.

The position of secure, covered cycle parking areas within each plot will be located in close proximity to the office accommodation entrances to encourage use as well as enhance security. Shower/changing facilities will be provided within all development plots to encourage non-car travel.

Car park areas will be screened through the use of mounding, fencing and planting, as necessary. Soft landscaping will be integrated into the car parking areas to enhance the visual appearance as well as blend the Site into its context. Pedestrian linkages have been designed and specified to create 'pedestrian friendly' areas through car parks. The provision of disabled parking bays will be provided to Local Authority standards of the total car parking number and be positioned in close proximity to the office entrance.

HGV Parking

The parameters plan allows for the provision of HGV parking, this responds to the Government's recent reforms for lorry parking which emphasises the critical importance of the freight and logistics sector to shops, households, assembly lines and other public services across the country. This responds to the Government's recent reforms for lorry parking which emphasises the critical importance of the freight and logistics sector to shops. A HGV parking area will also address known problems within Wrexham Industrial Estate by providing a dedicated and purpose built facility for HGV drivers to use.

10.6 SAFETY

The proposed development has been carefully laid out to create a working environment that is, practical, fit for purpose, and safe for users.

Pedestrians are generally restricted from service yard areas, except for where their job specifically requires them to be there however, because the units may be cross-docked and require 100% circulation around the building for HGVs, pedestrians and trucks may be required to interface at the entrance to the offices. In this instance there will be a designated crossing point for pedestrians to safely move from the car park to the entrances.

Fencing is anticipated around the perimeter of the units that will create a secure environment. The presence of a security gate house would further enhance control of the restricted area, which is especially useful in larger units with a higher amount of vehicular access.



Personal security is aided through the layout of the car parking areas through the avoidance of creating hiding places. All areas of the car parks are visible from both the office and from the road.

10.7 SERVICE YARDS

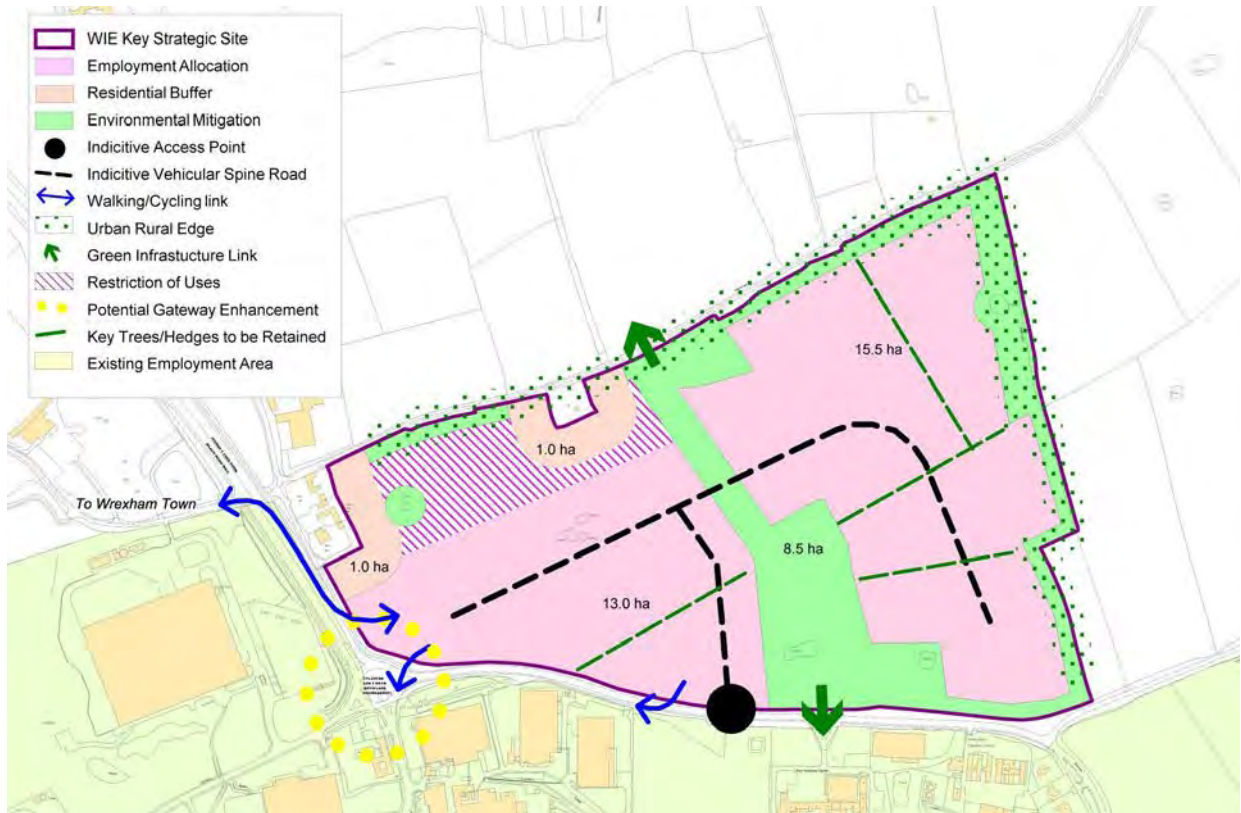
The sizes of the yard areas are borne out of the dimensions of modern articulated vehicles and their turning circles.

10.8 IMPLEMENTATION

The impact of construction on the environment, nearby residents and existing occupiers nearby the development will be minimised. To achieve this, strict control of construction works is therefore necessary, and discussions with adjoining parties and those potentially most affected by the proposed development will be organised.

Construction Sites must be secured in accordance with current legislation and construction traffic must be adequately managed.

The design principles explored in this section align with the KSS3 allocation plan by including the green corridors outlined as environmental mitigation areas, gateway enhancements, buffers to retained residential areas and buildings relevant to the allocation.



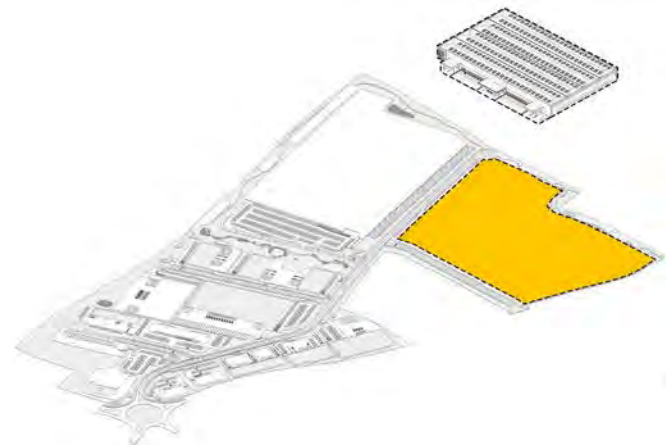
KSS3 - LDP DRAFT ALLOCATION PLAN



11. DETAILED APPLICATION AREA - LAYOUT

This section details the proposed layout of the area of the site applied for in detail, comprising nine units, site access and internal estate road.

FIG.24.PROPOSED MASTERPLAN- DETAILED ZONE 1



DETAILED ZONE 1

1 UNIT

Developable Area:

8.02Ha || 19.82Ac

Proposed Use:

B1(c), B2 & B8

Total Floorspace:

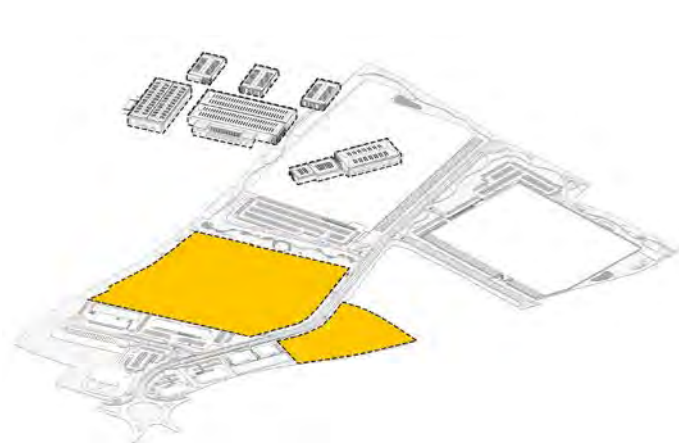
357,113 sq.ft (33,177 sq.m) GIA

361,610 sq.ft (33,594 sq.m) GEA

Proposed Maximum finished Building Height:

18m to Haunch Height

FIG.25.PROPOSED MASTERPLAN- DETAILED ZONE 2



DETAILED ZONE 2

9 UNITS

Developable Area:

7.33Ha || 18.12Ac

Proposed Use:

B1(c), B2 & B8

Total Floorspace:

304,035 sq.ft (28,246 sq.m) GIA

319,254 sq.ft (29,659sq.m) GEA

Proposed Maximum finished Building Height:

15m to Haunch Height